(1) Installed under the supervision of the OCMI; and

(2) Stowed in a manner that prevents shifting of position.

(b) Fixed ballast may not be removed from a vessel or relocated unless approved by the Commanding Officer, Marine Safety Center. However, ballast may be temporarily moved for vessel examination or repair if done under the supervision of the OCMI.

[CGD 79–023, 48 FR 51010, Nov. 4, 1983, as amended by CGD 88–070, 53 FR 34537, Sept. 7, 1988]

§ 170.245 Foam flotation material.

(a) Installation of foam must be approved by the OCMI.

(b) If foam is used to comply with § 171.070(d), § 171.095(c), or § 173.063(e) of this subchapter, the following applies:

(1) Foam may be installed only in void spaces that are free of ignition sources.

(2) The foam must comply with MIL–P–21929B including the requirements for fire resistance.

(3) A submergence test must be conducted for a period of at least 7 days to demonstrate whether the foam has adequate strength to withstand a hydrostatic head equivalent to that which would be imposed if the vessel were submerged to its margin line.

(4) The effective buoyancy at the end of the submergence test must be used as the buoyancy credit; however, in no case will a credit greater than 55 lbs per cubic foot (881 kilograms per cubic meter) be allowed.

(5) The structure enclosing the foam must be strong enough to accommodate the buoyancy of the foam.

(6) Piping and cables must not pass through foamed spaces unless they are within piping and cable trunks accessible from both ends.

(7) Sample specimens must be prepared during installation and the density of the installed foam must be determined.

(8) Foam may be installed adjacent to fuel tanks if the boundary between the tank and space has double continuous fillet welds.

(9) MIL–P–21929B is incorporated by reference into this part.

(10) The results of all tests and calculations must be submitted to the OCMI.

(11) Blocked foam must—

(i) Be used in each area that may be exposed to water; and

(ii) Have a protective cover approved by the OCMI.

[CGD 79–023, 48 FR 51010, Nov. 4, 1983, as amended by CGD 83–005, 51 FR 923, Jan. 9, 1986]

Subpart H—Watertight Bulkhead Doors

§ 170.248 Applicability.

(a) Except as provided in paragraph (b) or paragraph (c) of this section, this subpart applies to vessels with watertight doors in bulkheads that have been made watertight to comply with the flooding or damage stability regulations in this subchapter

(b) A watertight door on a MODU must comply with § 174.100 of this subchapter.

(c) A watertight door on a self-propelled hopper dredge with a working freeboard must comply with § 174.335 of this subchapter.

[CGD 79–023, 48 FR 51010, Nov. 4, 1983, as amended by CGD 76–080, 54 FR 36977, Sept. 6, 1989]

§ 170.250 Types and classes.

(a) Watertight doors, except doors between cargo spaces, are classed as follows:

(1) Class 1—Hinged door.

(2) Class 2—Sliding door, operated by hand gear only.

(3) Class 3—Sliding door, operated by power and by hand gear.

(b) The following types of watertight doors are not permitted:

(1) A plate door secured only by bolts; and

(2) A door required to be closed by dropping or by the action of dropping weights.

(c) Whenever a door of a particular class is prescribed by these regulations, a door of a class bearing a higher number may be used.